NOT DECIDED YET

Motion to Dissolve Hawaiian Tramways Injunction

Paul Neumann's Severe Stricture on Southwick-Judge Perry Reserves His Decision.

Tramways Company to dissolve the injunction obtained in the suit of T. S. Southwick.

Clanahan relied on a strict construction of the law in his client's favor, claiming that the defendant company had admitted in the affidavit of W. H. A Plotting Lieutenant of Pain that it was about to do the very things which plaintiff sought to enjoin it from doing, and that it should be compelled to answer the complaint instead of trying to wriggle out of its difficulties by a motion to dismiss the injunction. He begged the court to take into consideration the fact that if the injunction was dissolved money would be spent freely every day by the Tramways Company in a manner which the plaintiff believed would be simply wasted and that his pecuniary interests would suffer.

In support of the motion Paul Neumann was quite severe in his strictwhom he characterized as merely a plaintiff in disguise, the servant and clerk of W. R. Castle, whom he believed had furnished Southwick the money to pay for the stock he claimed to own in the company. Warming to his subject Mr. Neumann and in subject the Neumann and in subject to the subje his subject, Mr. Neumann said, in sub-

"If the Rapid Transit desires fight this matter out with us why do they not come out in the open instead of in an underhand way. All of our acts in laying a double track have been open and above board, and the public has had full knowledge of them through the daily newspapers.

We deny that Southwick is a stockholder in our company for the reason that it is a physical impossibility for anyone purchasing stock in Honolulu to have it transferred on the books of the company in London on the following day. In arguing the case counsel on the other side forget that they are representing T. S. Southwick, a stockholder in our company, but talk all the time in the interests of the Rapid Transit Company. I do not for one moment imagine that this court will sustain their pretense that we are in-juring the interests of Southwick. Nothing has been advanced to sustain the contention that Southwick has sustained injury. If we have done any wrong is it not for the Government to stop us and not Southwick, especially when every act we have done has been with the knowledge and consent of the

"What possible injury can we have done to a stockholder of twelve hours only on his own showing? No, it is bound, gagged and shot by the insurnot Southwick who has been injured, gents. These rumors have not been but the very company which, by bo rowing a few T rails from the Oahi Railway, has committed the very of fence of which we are now accused They thought we would enjoin them from laying those little rails, but we didn't; we simply laid back and—

"With regard to the affidavits. Mr Southwick has sworn to one and Mr. Pain to another. Is there any particular odor of sanctity about Southwick that his affidavit, a 12-hour stockholder's affidavit should be preferred to that of W. H. Pain?

'Again, no enterprise should be enjoined by any court unless a clear prima facie case of wrongdoing has been made out. This plaintiff buys into a corporation for the sole purpose of hampering it. It is one of the grossest cases of deceit ever perpetrated in any court. Why doesn't the Rapid Transit Company commence this suit instead of masquerading behind the name of Southwick? It is easier for them to maintain it than him for they may be injured by us. The fact that the Rapid Transit is behind Southwick in this case appears on the surface and it bubbles up in every place. This is a sham suit from beginning to end. It is but a flimsy pretext of the worst kind. No one can make me believe that any court can ever be brought to exercise its highest powers in favor a man who lently with the Louise of Miss Foltz, is at best a humbug. No, your Honor, whose interpretation demands an estimated in the louise of Miss Foltz, whose interpretation demands an estimate it is not for Mr. Southwick to ask us pecial mark of approval. La Frochard

made so much ado. Mr. Pain has sworn that it is not our present inten-tion to do so, but I will go further and say that we will use it when the proper time comes whether the Rapid Transit Company likes it or not, but we wil not use it without the sanction of the Government and the courts. When the time comes for us to use electricity it will be used, Mr. Castle's clerk, Mr. W. R. Castle himself, Mr. Ballentyne, the Rapid Transit Company and Mr. McCianahan to the contrary notwith-

"In conclusion, I wish to say emphatically that we have attempted nothing but what is within the scope of our powers. I will even say further our duty, for it is our duty to give the land on the Pauce side of the land on the Pauce side of the would go after sugar and depend upon their return eargoes to pay them for the bridge. The Government, on the recamber of the bridge. The Government, on the recamber of the bridge. The Government, on the recamber of the bridge of the land on the Pauce side of the islands would go generally half to the islands would go ge 'in conclusion, I wish to say empha

gested state of traffic on our streets that we should be brought into Court and enjoined by one who is at best a masquerader? I leave the matter to your Honor's sense of justice."

Judge Perry briefly announced that his decision would be reserved.

DEWRY LAYS A CORNER SONF NORTHFIELD (Vt.), Oct. 13.-Admiral Dewey today laid the corner stone of Dewey Hall, which is to be a part of Norwich University, the insti-tution in which the Admiral received his earliest military training. The Admiral was escorted from his train to the university by the Norwich University Cadets, and the First Regiment Vermont National Guards.

REBELLIOUS BLACKS PUNISHED.

LAGOS, East Africa, Oct. 13.-The (From Saturday's Daily.)

The time of Judge Perry was taken up most of yesterday in hearing arguments on the motion of the Hawaiian The natives loat heavily and the Britable Daily. The natives loat heavily and the Britable Daily. The natives loat heavily and the Britable Daily. ish had eight men wounded.

outhwick. Arguing against the motion, Mr. Mc- MORE TREACHERY

Police Arrested.

Seizure in Arms in a Dominican Monastery -General Schwan Reaches Baccor.

MANILA, Oct. 13.-Lieutenant Sandago of the native police has been arrested and lodged in fail, his subordinates having reported to the authorities that he was endeavoring to enlist them in a plot, to turn the police ures on the plaintiff, T. S. Southwick, against the Americans in the event of

> palace, a detachment of soldiers made search of the building. They found a small stock of rifles, revolvers and ammunition, which was confiscated despite the protests of the friars that the arms were not intended for unlawful

> General Schwan, with the infantry greatly exhausted, having had one of the hardest marches of the campaign From Malabon to Perez des Marinas they marched through roadless rice-fields. The Fourth Infantry, from Im-us, joined General Schwan at Perez des Marinas. The Filipinos had deserted the town upon learning of the approach of the Americans, leaving only the women and children behind.

> Two strong shocks of earthquake lasting several seconds, were felt in Manila at 10 o'clock this evening.

Major Cheatham, with a scouting party, while proceeding along the west shore of the lake yesterday, encountered a force of rebels strongly entrenched at Muntinlupa. Major Cheatham reports that he drove the rebels from their position and that in the engagement three Americans were killed and two were wounded.

Rumors are in circulation in Manila that Major Cheatham discovered three American prisoners who had been

THE TWO ORPHANS

At the opera house on Saturday eve ning the Clay Clement Company produced the ever-welcome melodrama, "The Two Orphans" to a large and highly interested audience.

The play throughout its entire length was followed with keen interest and its many highly sensational situations found much favor, particularly with the gallery element. "The Two Orphans" is so well known throughout the world that it is not

necessary to describe it here.
In the character of the Chevaller Mr. Clement gave one of his best impersonations. As the high-minded gentleman throughout and more especially in the duel scene he was well up to all requirements. As Jaques Frochard Mr. Frank Curtis made his first appearance with the company and at in the islands for manufactured goods the same time secured the hearty ill-will of the nouse, a tribute to consistent acting. The Pierre of Mr. Bell was a capital study which was made the most of, while Mr. Williams as the Count secured a liberal share of ap-plause. As Henriette Mrs. Clement rose to the occasion in the more dra-matic situations and contrasted excelto be virtuous. His whole suit is designed for the purpose of misleading denunciations of an excited house and and prejudicing the Court against us.

"Coming to the question of the use of electricity about which counsel has support of the company was well up to requirements. requirements.

The Corsican Brothers," produced at the matinee performance, was also well received by a good house.

THAT BAD SULTAN

LONDON, Oct. 14 .- A special from Bucharest says that the Sultan has drowned in the Bosphorus several ladies of the harem suspected of complicity with members of the young Turkish party.

For Hawaiian Trade to New York.

The Sugar Fleet is Also to be Rein forced by Many New Steel Barks.

SAN FRANCISCO, Oct. 13.-Within six months from the present time the first of a fleet of steel steamships will sail from New York for San Francisco en route to Honolulu as a regular line of service which is to be inaugurated. These vessels are now in process of construction. One, the Californian, is building at the Union Iron Works, and will be delivered in May; the others are on the stocks in the Roach shipyards on the Delaware, and will be ready for service during 1900. These are the American, the Hawaiian and the Oregonian. They will all be sister ships, built from practically the same plans.

The vessels will be 430 feet long

over-all, 51 feet breadth of beam and 31 feet 9 inches deep. They will draw when loaded, 26 feet of water. Their when loaded, 26 feet of water. Their carrying capacities will be 8,250 tons of 2,240 pounds, and their coal bunker capacity will be 1,500 tons. They will have a maximum speed of 10½ knots and a cruising speed of 10 knots. They will carry a crew of 40 each, including 20 coalpassers, besides officers. The vessels will be fitted for carrying freight only, a few extra staterooms in the cabins will accommodate several the cabins will accommodate several passengers, but they will not be pas-senger ships. The vessels will cost about \$500,000 each. Those in course of construction in the East will make the trip from New York to San Fran-cisco in 60 days, the course being through the Straits of Magellan; the only stop made en route will be at Coronel, Chile, where they will coal They will stop at San Francisco on the outward trip only; on the return trip they will go direct from Honolulu to New York, pausing only at the coaling A vessel will leave New York every

to reduce this interval to 30 days; but to do this two more steamers would be required; these additional vessels will be built at the earliest date possible, the next ship being designed to be one of 10,000 tons capacity. The existing price of steel, however, preciudes the giving of any further orders for the resent. An order for a vessel placed in March was sought to be duplicated but there was demanded an increase in price of the necessary steel of about 30 per cent. It was the desire of the owners to place all the contracts for build ing the ships on this Coast, but the yards here were so full of other work that they could not guarantee to turn them out within the same time as the Eastern yards, and time was the es-sence of the situation.

The placing of steamers regularly on the trade between New York and Hawaii is an innovation. Heretofore it has been conducted by sailing ships. A few years ago several steamers went over the route, bringing a general car-go, but they made a failure of the enterprise financially and the experiment was not repeated. The Ohio and Pennsylvania came around from New York last year, bringing general cargoes but their primary purpose in coming was to engage in the Klondike trade.

The new line of steamers will be owned by a company comprising three firms; they are Flint & Co. of New York, Dearborn & Co. of New York and Williams, Dimond & Co. of San Franaround from New York an average of one sailing ship a month to carry the goods which will now be transpo by the steamers. It requires from 120 to 140 days for a sailing ship to make the passage. With a steamer the time is cut in half. The goods brought are mostly heavy freight, such as iron machinery, nails, horseshoes, barbet wire and the like, though with the steamers the lighter characters of manufactured wares will become part

of the cargoes. The starting of this line has been occasioned by two considerations. The first is the recent great increase in the quantity of sugar grown on the islands, owing to the setting out of many new plantations. The quantity produced is much more than can be handled by the refineries on this Coast, and provides the steamers with return cargoes from the islands. This increase in the cultivated area of sugar lands has also greatly increased the demand thereby insuring larger and more staple incoming cargoes

The second consideration is that the islands have passed under American control and that presently the tariffs of the United States will be extended to them, shutting out the competition of foreign countries and increasing the trade with the States.

Williams, Dimond & Co. are also having built by Arthur Sewall & Co. of Bath, Me., one steel bark of length about 250 feet overall, which will carry 2700 tons of freight. This vessel will not be used in the Cape Horn trade, on which all the sallers will be supplanted by the steamers, but will be put on the trade between San Fran-cisco and Honolulu. It would require eight of these barks to take care of the increased trade which has been developed on this run, but no more orders can be given for vessels now because of the increased price of steel. The firm does not contemplate the use of steamers on this run. A dozen of

its ships are now steadily engaged. Since the annexation of the islands the trade with San Francisco has very greatly increased. Six months ago it used to be that vessels going down to



M. BERTILLON AND HIS INSTRUMENTS.
some Bertillon is famous as the inventor of a system of ident
system consists chiefly of measurements made with specially

refused enough freight to load two deep-water ships and this has come to be an ordinary occurrence. There are now about thirty vessels in all in the Hawaiian carrying trade, and to accommodate it the way it now stands, would undoubtedly require sixty at least. At present vessels are engaged for cargoes several months ahead, and if the condition becomes much more congested the most serious inconveniences must follow. The situation has been much accentuated, of course by the steamers being taken off of the general trade by the Government for enlistment in the transport service, but aside from this the increase of trade has about doubled the demand for ships. Those who are judges of the steel market, however, say that within the forthcoming year the state of the steel industry will so right itself as to permit them to place orders for such a number of barks as will ameliorate the condition to a very considerable extent.

May Go to Queensland. It is expected that Dr. Maxwell from

Queensland, and that his experience in service to his friends in Australia.— Louisiana Planter.

REV. S. A. DONAHOE.

On the 10th of December, 1897, Rev S. A. Donahoe, pastor M. E. Church South, Pt. Pleasant, W. Va., contracted a severe cold which was attended from the beginning by violent coughing. He says: "After resorting to a number of so-called 'specifics,' usually kept in the house, to no purpose, I purchased a bottle of Chamberlain's Cough Remedy, which acted like a charm. I most cheerfully recommend it to the public." For sale by all drugglets. Benson, Smith & Co., Ltd., agents for H. I.

Report That Tamasese Was Made King.

News Comes from German Source and May Not be Reliable-American Consul Mixed Up.

CHICAGO, Oct. 14.—A special cable to the Chicago Tribune from Berlin

News comes from Apia that the natives have proclaimed Tamasese as king, despite the recent agreement of the United States, Germany and Great

The Cologne Gazette's Apla correspondent sends a long indictment of Hawaii will shortly visit the colony of the Consular Government. He says the natives do not conceal their disrespect Louisiana and Hawaii will be of much for the representatives of the treaty powers, relating a singular incident as an illustration. Tamasese invited the officials and the leading white citizens of Apia to a wedding feast. All went

> made a speech, thus giving the affair official recognition. Thereupon Tamasese's followers danced and sang impromptu songs proclaiming Tamases as king, announcing the destruction of the opposing natives if they resisted

his authority. When the letter was mailed, Septem-ber 8, hundreds of Tamasese's and Ta-nu's followers were gathered at Apia reparing to swear allegiance before the eyes of the foreign Consuls by pre

Britain to abolish that office.

except the Germans.

The American Consul, Mr. Osborne,

senting gifts and attesting homage. The letter says a New Zealand lawyer named Gurr is managing the affair.

enlarged joint.

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